

Hawaiian Gazette.

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HONOLULU, H. T., FRIDAY, DECEMBER 25, 1903. SEMI-WEEKLY

WHOLE No. 2549.

QUO WARRANTO PROCESS IS FINALLY ADOPTED

County Act Test Case to Be Brought Before Judge De Bolt Today and Hastened to Supreme Court.

A writ of quo warranto is the plan finally adopted for a judicial test of the County Act. Although the question was reopened and earnestly discussed at the Capitol yesterday, the conference of the Bar Association committee with Governor Carter and Attorney General Andrews adhered to the course announced in that morning's Advertiser.

There were three plans under consideration—1, a writ of injunction; 2, a submission of a agreed fact to the Supreme Court; 3, a writ of quo warranto. The writ of quo warranto will be directed to the supervisors of the County of Oahu, requiring them to show their authority or warrant for assuming the functions prescribed for supervisors of counties in the County Act.

It is intended that the summons shall be served on each supervisor this morning, returnable before Circuit Judge De Bolt this afternoon. The purpose is to get a pro forma decision from Judge De Bolt and take an appeal therefrom to the Supreme Court, then endeavor to have the matter heard by the appellate tribunal as soon as possible after Christmas.

The quo warranto proceedings having been decided upon, the executive committee of the Bar Association suggested the Attorney General to order to Messrs. Matthews and Matthews to act for the Territory, and General Hartwell for the County in the matter. Attorney General Andrews will not appear personally, but his name will be used as relator for the Territory in the writ.

As the writ is to run, its preamble cites the Organic Act and the County Act as bearing on the subject; then commands the supervisors to show cause why they should not be declared not qualified nor legally entitled to act as supervisors of the County of Oahu upon the following grounds:

GROUND OF WRIT.
(a) That said County Act provides for elective boards of a public nature, instead of boards appointed by the Governor, as required by the provisions of said Act of Congress.

(b) That said County Act requires certain appointive Territorial officials, as, for instance, the Superintendent of Public Works, to surrender to certain elective county officers, as required by the provisions of said County Act, the care and custody of public property entrusted to the charge of such appointive Territorial official under the provisions of said Act of Congress.

(c) That said County Act contains two subjects, in violation of the provisions of said Act of Congress.

(d) That the ayes and noes were not taken at the third reading of said County Act, in conformity to the said Act of Congress.

CAUSE OF ACTION.
That aforesaid grounds of the disqualification of the Oahu supervisors having been related, the writ goes on to declare:

That it is of great concern to the people of the Territory of Hawaii, and as well as the Territorial officials thereof, that said County Act is invalid on the grounds above named, or any of them, and the defendants shall be declared not qualified nor legally entitled to act as supervisors of the County of Oahu.

That the ayes and noes were not taken at the third reading of said County Act, in conformity to the said Act of Congress.

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shall be pleased if you will act as counsel for the defendants. Mr. W. T. Rawlins, the District Attorney, joins me in this request and will appear formally for the Supervisors.

Very truly yours,
LORRIN ANDREWS,
Attorney General.

Honolulu, T. H., Dec. 22, 1903.
J. A. Mathewman, Esq., Honolulu, T. H.

Dear Sir: Understanding that the executive committee of the Bar Association desire that a case be brought for the proper testing of the validity of the so-called County Act, and that you were selected to act as counsel to present the argument against the validity of the said act, I beg to inform you that a case of quo warranto is now contemplated being brought against the Supervisors of the County of Oahu to test this very question, and that I shall be very much gratified if you will act for the Territory in this matter.

Yours truly,
LORRIN ANDREWS,
Attorney General.

Honolulu, T. H., Dec. 22, 1903.
C. R. Hemenway, Esq., Honolulu, T. H.

Dear Sir: Understanding that the executive committee of the Bar Association desire that a case be brought for the purpose of testing the validity of the so-called County Act, I beg to inform you that a case of quo warranto is now contemplated being brought against the Supervisors of the County of Oahu for this purpose, and I shall be very much gratified if you will assist Mr. J. A. Mathewman in presenting the case for the Territory in such proceedings.

Yours truly,
LORRIN ANDREWS,
Attorney General.

WANT LIGHTS ON DIAMOND HEAD ROAD

Residents out Diamond Head way, near the Park, have sent the following letter to the Superintendent of Public Works:

Honolulu, H. T., December 22, 1903.
To the Board of Public Works of the Territory of Hawaii.

Gentlemen: We beg to ask your prompt attention to the condition of the road that winds around the base of Diamond Head, beyond the Walkiki end of the car line of the Honolulu Rapid Transit and Land Company. That road is lined with the residences of citizens and taxpayers, and is wholly unprotected and unlighted at night. It is very winding and dusty, and certainly needs at least three electric lights, one near the Ewa terminus and two, at proper distances, beyond that point. The approaches to the residences in this neighborhood at night, except when the moon is shining, is so dark and so difficult, especially for ladies, that people in that locality are almost compelled to abstain from going to Honolulu after sunset.

We trust that this matter may receive due notice at your hands, and remain, Gentlemen,

Faithfully yours,
SAMUEL PARKER,
H. HOLMES,
HENRY E. HIGHTON.

Rumors are arriving here of many deaths among the repatriated Gilbertese, but no facts are known. When the Iseleworth left these waters, with the Gilbertese on board, the Advertiser made arrangements for a letter about the trip and the reception of the exiles. An officer of the Iseleworth was to write an account and be well paid for it. If he fulfills his contract, the next mail from the South Seas ought to bring full particulars.

The Bulletin would like to throw the name of the Jones resident in the Advertiser General to keep people from looking for the "Bee". When the Bulletin is doing a good deal of work, it is not likely to be so busy as it is now. The Bulletin is not likely to be so busy as it is now. The Bulletin is not likely to be so busy as it is now.



THE CINCINNATI IN NAVAL ROW.

UNCLE SAM possesses no warship with a more unique history than the cruiser Cincinnati which now lies in Naval Row, Honolulu Harbor, attached to the fleet of Admiral Evans. More Central and South American and West Indian revolutions have been participated in by the Cincinnati than almost any other vessel in the American navy. The Cincinnati also has the honor to have been the first American warship to arrive in the harbor of the ill-fated city of St. Pierre, Martinique, four days after the eruption of the volcano La Soufriere in May, 1902, which destroyed the lives of 31,000 people in almost the twinkling of an eye.

The Cincinnati is further distinguished at the present time by having aboard as officers two men whose names became famous during the Spanish-American war, both in Cuban and Philippine waters. These are Lieut. Commander Jas. C. Gillmore, the executive officer, who was a hero for eight months among the Filipinos, and Lieut. Commander Mason, the Cincinnati's present popular commander, who, as executive officer of the cruiser Brooklyn, Admiral Schley's flagship at the battle of Santiago, gave the command, "Clear Ship for Action!"

Another record which is a source of common pride in the Cincinnati is that made on the recent cruise of the cruiser squadron from Yokohama to Honolulu. Due to the excellent and efficient service of the engineer force of the warship, the Cincinnati consumed less coal than any other vessel in the squadron, her daily consumption being an average of 31-1/2 tons which is several tons less than that of one other vessel.

The Cincinnati is one of the warships authorized in 1888 destined to become one of the vessels of the famous "White Squadron". The vessel was launched in 1893 at New York. Since then she has been entirely remodelled and is now a modern ship of war in every respect. Even the furnishings have been entirely renewed, these being composed throughout of steel and there is practically nothing aboard that can burn. In the cabins and staterooms, where usually wooden furniture is to be found, the desks, wardrobe cabinets and other furnishings are of thin steel, painted to appear like wood.

Despite her age—for warships are old nowadays when they pass their eleventh or twelfth birthday—the Cincinnati does not necessarily have to follow in the wake of any vessel of the fleet, for at her last speed trial she made about 21 knots per hour, and she has the honor of having won the ocean race when attached to Admiral Higginson's Atlantic squadron. Like many other of the "new navy" vessels built a dozen or more years ago, the Cincinnati has been completely overhauled and remodelled and today stands as a fine type of the American warship, ready to fight anything of and over her size.

During the Spanish War the Cincinnati participated in the Cuban and Porto Rican blockade and, although not getting into any engagements, assisted largely in guarding the coast lines.

In December, 1901, the Cincinnati went into commission as a training ship for the first time in the West Indies. She was the first ship to go to the station and was the first to be met by the fleet which was sent to meet her.

Following her cruise in the West Indies, the Cincinnati was sent to the Philippines, where she was attached to the fleet of Admiral Dewey. She was the first ship to go to the station and was the first to be met by the fleet which was sent to meet her.

Colon Panama, where a battalion of men was landed who guarded the isthmus. The battalion's duties consisted of guarding the port and keeping the isthmus clear, going from one end to the other on armored cars. This work was continued until the fleet of Admiral Cates came down to Panama on the Pacific side, when that commander took charge of operations.

For six weeks the vessel lay off La Guayra, the port leading to Caracas. Then the vessel went to Hayti where a revolution was in progress and landed men there. The men on the vessel witnessed the storming of a fort and when refugees came out in boats they were taken care of by the Cincinnati, and fed and quartered on board. From Hayti the vessel went to San Domingo where a revolution had been started. The revolution in these parts have been so numerous that the officers and men get much of their time, especially in giving aid.

During her cruise in the Caribbean waters, the Cincinnati was at San Pedro, Va., to be refitted and then joined Admiral Higginson's squadron for the maneuvers. On January 2, 1903, the vessel joined Admiral Crowninshield's squadron which was assigned to the European station. The vessel cruised about in the Mediterranean and waters surrounding Europe until April when she proceeded to Cebu, China, and joined the Asiatic fleet.

The Cincinnati has a beautiful solid silver service aboard presented by the City of Cincinnati, the punchbowl being very large and massive, and big enough to have healths drunk from it by all the officers of the fleet, with enough to spare to go around a few times more.

CINCINNATI SAW MARTINIQUE DISASTER

Perhaps the most remarkable episode in the history of the Cincinnati was her connection with the terrible eruption at St. Pierre. When the eruption of Mont Pelee took place, the warship was at San Domingo. Orders were given to proceed at once to the scene of the disaster, the vessel arriving in the harbor of St. Pierre four days later, Lieut. Commander Gillmore, who was then on the Cincinnati, says that it is impossible to describe the horror of the situation. Long before they reached St. Pierre the sky was overcast and it became so dark that it was difficult to locate the island. Dense clouds overhung the fated place and ashes came down in clouds. The air had the appearance of a heavy, stifling fog.

The vessel entered the harbor and passed the British steamer Roraima, which was even then smoking, a complete ruin. The Cincinnati anchored near the vessel, which afterwards sunk. Clouds of ashes fell upon the decks until they were covered with more than an inch of fine dust. Small particles of stone dropped like hail upon the vessel, and it was difficult to breathe. Many of the officers and men on the Cincinnati still retain as mementos of their visit boxes of ashes and stones which they gathered from the decks. Officers went ashore to assist in any way possible, but there remained the duty of burying the dead.

Lieut. Commander Gillmore states that never had he dreamed of such a scene of destruction, and that which presented itself to the eyes of the Cincinnati when she entered the harbor was a scene of horror. The vessel was surrounded by a sea of fire, and the air was filled with a thick fog of ashes and smoke. The vessel was surrounded by a sea of fire, and the air was filled with a thick fog of ashes and smoke.

(Continued on page 5)

WU TING FANG TRYING TO WAKE EMPRESS DOWAGER

Would Have the American Envoy Impress Her With China's Grave Peril—Colombian Public Sentiment for War But Hostilities Unlikely.

(ASSOCIATED PRESS CABLEGRAMS.)

PEKING, Dec. 23.—Wu Ting Fang, formerly Chinese Minister to Washington, is urging the United States Legation to impress the Dowager Empress with China's peril and its need of a strong army, especially in view of the danger of partition as an outcome of a war between Russia and Japan. In such a conflict China would, he says, endeavor to be neutral, but could not protect her territorial integrity from either belligerent.

KOBE, Dec. 23.—Japan is reported to be chartering steamers for transports.

BERLIN, Dec. 23.—It is stated that Russia is sounding bankers here for a loan of \$125,000,000.

COLOMBIAN WAR FEVER IS RISING

BOGOTA, Dec. 23.—The war spirit here is rising very high. The Government is constantly receiving offers of men and money. Even women demand an opportunity to fight. Minister Rico has cabled General Reyes, traversing the contentions of the United States and declaring that Washington favored the Panama rebellion.

NEW YORK, Dec. 23.—Admiral Walker says that war between the United States and Colombia is unlikely.

WASHINGTON, Dec. 23.—A European ambassador declares that the powers approve the refusal by the United States of the Colombian proposal to refer the isthmian question to The Hague.

PANAMA, Dec. 23.—U. S. Minister Buchanan has arrived and been received with military honors.

PROSPECTS FOR PEACE ARE NOT IMPROVING

TOKIO, Dec. 24.—There is great military activity here and elsewhere in Japan.

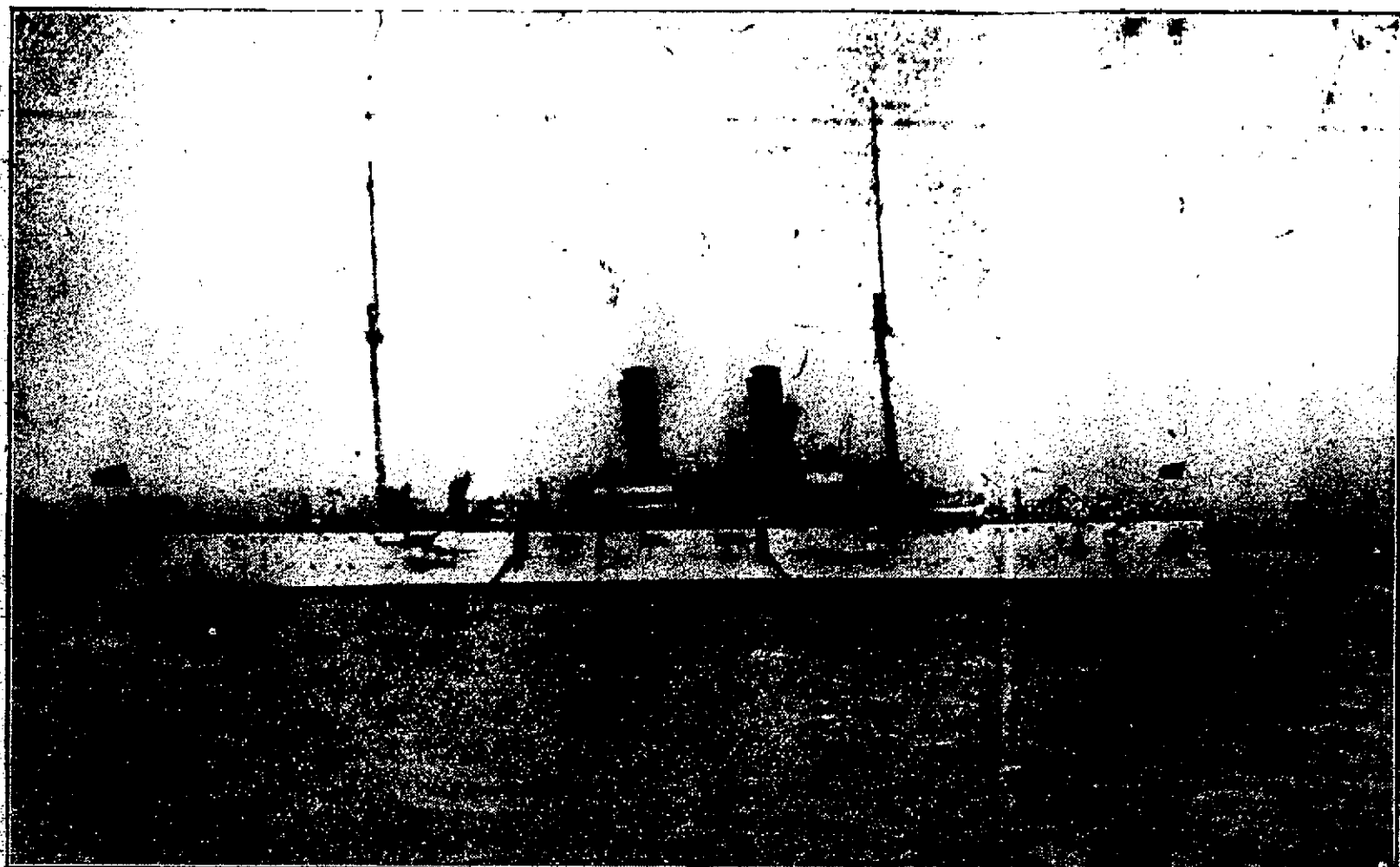
The Tong-Haks, the Korean tiger-hunters, who virtually caused the war between Japan and China in 1894, are again in revolt. They occupy the mountains of the interior.

PEKING, Dec. 24.—Diplomats at this capital are pessimistic over the prospects of peace between Japan and Russia.

ST. PETERSBURG, Dec. 24.—The Russian government is hopeful of peace with Japan but does not expect an early settlement.

NAGASAKI, Dec. 24.—The Japanese fleet, assembled here, is substituting Welch for soft coal and removing all woodwork from the ships.

CRUISER RALEIGH FIRED FIRST AND LAST SHOTS AT MANILA BAY



THE U. S. S. RALEIGH OUTSIDE HONOLULU HARBOR.

(Rice & Perkins, Photo.)

THE cruiser Raleigh, which lies in Naval Row as one of the ships of Admiral Evans's fleet, has one of the interesting histories in the new navy. The vessel engaged the Spanish flagship at the battle of Manila Bay, when Dewey forever closed the annals of the kingdom of Spain in the Far East, and she fired the first and last shot in that famous fight. The Raleigh is a sister ship of the cruiser Cincinnati, but she was built at Norfolk, Va., under the direction of the government, while the Cincinnati was built at the New York navy yard, also in government shops. The Raleigh has had the varied history of her sister vessel, but she participated in one of the most momentous naval victories recorded in the annals of American naval engagements, that of Manila Bay, May 1, 1898.

On board the Raleigh much pride is taken in everything that appertains to accomplishments in signaling. One of the features of life on that well drilled vessel is the recitation by each member of the crew, of the semaphore alphabet at evening quarters. This is accomplished at any time to the note of the bugle which means the pronouncing the name by a sailor, at the same time while making a corresponding display with his arms, the object being to acquire thorough familiarity with the alphabet.

Being a sister ship of the Cincinnati, the Raleigh went into commission in 1893, and had the usual experience of all vessels of the navy at that time—waiting for the outbreak of a war to determine her fighting qualities. She had little to do up to the time of the outbreak of the Spanish war. In the winter and spring of 1898 she was attached to the command of Commodore Dewey on the Asiatic station, the Philippines being then little thought of.

Then came the order to Dewey to break up the Spanish fleet in the Far East. His squadron proceeded quietly to Manila Bay. The Raleigh was the third vessel in the line. During the night they passed the batteries of Corregidor Island, which lies almost in the center of the entrance to the broad and expansive bay of Manila. With no lights displayed the vessels passed the sentry of the city of Manila and the naval depot of Cavite, arousing the Spaniards only at the last moment. The squadron steamed into the bay at some distance from Cavite, and then, making a circle, steamed close in toward the station of Cavite before which the vessels of Spain were lying.

The first shot of this memorable battle which sent a thrill of patriotism throughout the United States is said to have been fired by the Raleigh. She trained her five-inch guns on the flagship Reina Christina and fired them often. The glasses of her officers were centered of the ill-fated flagship and it is said that when one of the shots of the Raleigh struck the vessel a number of sailors, as well as her commander, were swept overboard. A shot from the Spanish ships pierced one of the boats of the Raleigh, and a little later, another boat was struck, but no one was killed or hurt. One of the boats was pierced early in the engagement and another was shattered. Later, the famous command of Dewey to breakfast, was received, and the officers and crew settled down to the ordinary routine of looking after the needs of the inner man, for the

time being. Following the breakfast the squadron sailed into the Spanish squadron and finished it completely. The last shot at the enemy carried a Raleigh compliment.

Captain Rodman, commander of the U. S. S. Iroquois, station ship of the Honolulu Naval Station, was watch officer on board the Raleigh at the battle of Manila Bay, and took a prominent part in the training of the guns on the Spanish warships.

Captain Coghlan, now a Rear Admiral, was in command of the Raleigh at this battle. She was the first of Admiral Dewey's squadron to return to the United States. The vessel returned via the Suez Canal and the Mediterranean Sea. On her way home she was feted in all of the foreign ports en route, particularly by the English garrisons. The Raleigh was looked upon as an embodiment of modern American naval ideas, and was given every honor possible.

Upon arrival at New York the Raleigh was received with all the enthusiasm which an admiring and patriotic nation could accord to a ship which had come home with an honorable record. The acclamations of the Republic were showered on her officers and men. At a dinner given by the Union Club of New York the patriotic feeling ran high, and it was also at this banquet that Captain Coghlan made his famous speech in which he recited the poem "Hoch der Kaiser!" which rang from one end of the world to the other. After the Spanish-American war the Raleigh went out of commission and underwent more or less extensive repairs. About a year ago she was again placed in commission and went to the Asiatic station, going by way of the West Indies, Azores, Mediterranean and the Suez Canal.

On her present cruise from Yokohama to Honolulu the Raleigh consumed about the same amount of coal per day as her sister ship the Cincinnati during the time that ten knots per hour were being made. This averaged about 22 tons per hour, but after picking up the mileage of the battleships, which was thirteen knots per hour, she consumed more than the Cincinnati, which has the record of consuming less coal on the trip than any other vessel of the cruiser squadron.

After being commissioned after her launching, the Raleigh spent most of her cruise on the North Atlantic station. Her second cruise was to the Asiatic station during which time she participated in the battle of Manila Bay. After the war she went out of commission at Portsmouth and remained there for about three years.

She still retains most of her original lines. She still carries two masts while the Cincinnati carries but one. Warships are known to foreign navies by the height of their masts. When a vessel looms up on the horizon her masts generally tell her nationality. The Cincinnati, while in the Cuban blockade, had one mast taken out and the foremast was shortened which was intended to deceive the enemy. The Raleigh, on the other hand, claims an advantage in having two masts as she is able to carry sail, should occasion require it, while the masts can be used also for the installation of wireless telegraphy. Wireless telegraph plants await most of the vessels at Hong-

RODMAN AND GALT

Captain Hugh Rodman, of the U. S. S. Iroquois, stationed at this port, who was in charge of the first division on the Raleigh at the battle of Manila, has some little honor due him for the part he took in the conflict. It is believed that the shells fired by his division were those which swept fourteen men and the captain from the decks of the Spanish cruiser Castilla.

There was another officer, now attached to the fleet—Paymaster Galt, who is well known to Honoluluans—who was mentioned in orders. It was due to him that the Raleigh was made ready for sea duty at Manila Bay. The pumps for several of the ships were not prepared when the orders came to go to Manila, but Paymaster Galt managed to get some ready for the Raleigh, as well as other vessels, enabling them to go to sea in safety.

Captain Rodman received the surrenders of the commandants at Mariuabes and Subig Bay.

SECRET WORK FOR A MUNICIPAL BILL

A request is said to have come from Washington for transmitting thither the Municipal Bill, which was introduced in the Legislature by Representative Long of Oahu but failed to become law. Further it is stated that the document has been sent, presumably to Delegate Kuhio.

Whether this call for the discarded measure has anything to do with the discussion at Washington of the County Act enabling bill remains to be seen.

It may or may not be significant, in this regard, that the Governor has received a report from F. M. Hatch in Washington that opposition has developed to the enabling bill, that he has turned the matter in its entirety over to Delegate Kuhio and, Congress having taken a recess, that the plan of validating the County Act there has become practically impossible.

ASK FEDERAL AID TO FIGHT LEPROSY

At a meeting of the Republican Central Committee last night, Senator C. L. Crabbe presiding, important action was taken regarding the afflicted wards of the Territory.

On motion of J. A. Gilman it was voted that the organization suggest to the Board of Health that it should ask the Federal Government's aid and an appropriation for a scientific investigation of leprosy, and invite Germany, France and England to send experts to Hawaii to collaborate with United States experts in that work. It was further recommended that the Governor be requested to take up the matter with Surgeon General Wyman.

WHEN SUFFERING from a cold and you fear an attack of pneumonia, secure a bottle of Chamberlain's Cough Remedy and use it judiciously. There is no danger from this disease when this remedy is used. It always cures and cures quickly. For sale by all dealers and druggists. Benson, Smith & Co., agents for Hawaii.

LIFE IN TENNESSEE

The Tale of Jasper Starbuck the "Moon-shiner."

"The Cowboy and the Lady" was very successfully presented by the Nells last evening to a most appreciative audience, among whom was Admiral Evans, guest of a box party given by Governor and Mrs. Carter.

Tonight "The Starbuck," one of the most successful and most original of American character comedies, will be given. Its author, Ope Read, has created a play springing from the soil and delineating men and women with more than a touch of naturalism. It portrays life in the Tennessee mountains, the chief character being that of "Starbuck," a typical moon-shiner hunted down by a U. S. Marshal who has been jilted by the old distiller's daughter. James Neill has won much praise for his delineation of this part.

The piece possesses an infectious and spontaneous humor and its key of sturdy, patriotic manhood rings true and clear, holding the auditor to the close.

The Christmas matinee will be played entirely for the benefit of the Home for Consumptive Actors about to be built in Colorado. The various Elks' lodges in the country are planning a series of entertainments and Mr. Neill himself kindly made the offer of his company's services to the local lodge, an offer which they promptly and gladly accepted. Mr. Cohen offering his share for the same cause. "The Christian" is the bill to be repeated at night.

As a special bill, likely to suit the times, "A Contented Woman" will be played on Saturday evening and as with Hoyt's original productions, the vaudeville feature of the entertainment will be strongly brought out. Aside from the very excellent talent of the Nells, the fleet is to be cullied of its choicest singers and "stunt" makers for the occasion.

WILDER COMPANY'S NEW SERVICE

On January 1, 1904, the Wilder Steamship Company will despatch the steamer Maui for Mahukona, Kawaihae and Hamakua ports, to connect with the steamer Alameda sailing on the date of her arrival at noon, carrying United States mail, passengers and freight. The Maui has recently undergone many changes and is provided with large, well-ventilated decks and modern accommodations.

INSPECTED PUBLIC LAND

Mr. Pratt's Rapid Tour on Island of Hawaii.

Is Satisfied Pololu Land Exchange Was Well Turned Down.

Visited the Volcano Besides Hear- ing Many Boundary Cases and Seeing Lands.

J. W. Pratt, Commissioner of Public Lands, returned yesterday from a rapid official tour on the island of Hawaii. Judge Philip L. Weaver of the Land Registration Court accompanied him on the expedition, both as attorney in some boundary cases and in his judicial capacity to instruct deputies of his court. S. M. Kanakani of the Territorial Survey was also with Commissioner Pratt on most of the tour, breaking off at Kohala.

"We left Honolulu in the steamer Kinan on the 15th," Mr. Pratt said when asked about the trip, "and arrived at Hilo at 9 o'clock the evening of the 16th, after a very rough passage."

"Next morning there was a hearing of boundary cases at Hilo. We finished these at 11 o'clock, and at three o'clock took the train for the Volcano House, arriving there by train and team at 7:30."

"We went down into the crater after dinner. It was more active than it had been for seven years past and well worth seeing. There were three or four places in Halemaunau where the lava was breaking out in explosions like Roman candles. In the large crack outside of the crater liquid lava could be seen. It was about midnight when we got back to the Volcano House."

"The following morning we returned to Hilo in time to catch the Kinan for Mahukona. We put up that night at the Kohala Club. On the 19th, from 10 a. m. till 10 p. m., we were at the courthouse on boundary cases, several of which were brought up and received final hearing."

"On Sunday morning, the 20th, we drove over to Pololu, Kohala, and examined Government land beyond Niuhili. We viewed some rice lands and found the extent of lands held by others than the Government."

"Returning to the Kohala Club about 1:30, at 4 o'clock we left for Palmer Woods at Puuhoe. We stayed there over night and next day went up through the upper lands of the Kohala Ranch Co. to Frank Woods's place at Kahana. This is 2300 feet above the sea."

"Thence we went to inspect some remnants of Government land on our way to Mahukona, where we took the Mauna Loa for Honolulu."

"I was gone from the office seven days lacking three and a half hours, and never slept more than once in one place."

"No, nothing particularly new was struck in the trip, but there may be some applications later from Hawaiians for homesteads."

"I may say that I am very well satisfied, from my observation of the Pololu lands, at the turning down of the application of the Bishop Estate for an exchange of that tract for land in Nuanu. It would not have been a good bargain for the Government."

Mr. Pratt took notice of the desolate condition of Oahu from its former promising appearance as a home for American coffee planters. Instead of the cheerful countenances of white women and children looking down from the vine-clad cottages, scarcely a face that is not Japanese is now to be seen along the roadside. Coffee trees are still growing rankly but untended and interperished with a heavy undergrowth of dank weeds. There is too much moisture in Oahu for coffee. The Oahu Plantation Co. is gradually absorbing the coffee farms and replacing the trees with sugar cane.

Albert F. Judd has been appointed a United States Commissioner by Judge Dole, there being more business than Commissioner Douthett can easily handle single-handed.

W. J. Coelho is over from Walluku to confer with the Government about organizing a fire brigade for that town.

A ship was reported yesterday heading up to windward. Being to light, while she could not make port. It is believed she is the Henry Villard.

MR. COLBURN ON ROBERTSON'S LETTER

Editor Advertiser. And so A. G. M. Robertson the attorney in chief of the double murderer, E. M. Jones, has come to the rescue of the twelve jurymen that brought in a verdict of "not guilty." In favor of said Jones in the Star of this evening, to the effect that said jurymen would have violated their oath had they brought in a verdict to the contrary. His unwarranted attack of me in his address to the jury the other day simply because I deemed it proper to be in attendance at the trial from the beginning to the end, and his audacity to come out in print today prompts me to ask him, the paid attorney of said Jones, that if under the same circumstances and conditions Jones or other of his kind had shot down one of his dear and loving sisters and besides a daughter of one of his said sisters, he, the said Robertson, would not have been one of the first to offer his "not-to-be-beaten" ability in assisting the prosecution to convict the murderer; and a defense such as he had the nerve and audacity to put forward as he did in the case referred to, he would have scorned and turned a deaf ear to. If Robertson knew when he was well off he would accept his successful efforts in defending one of the most cruel, atrocious and cold-blooded murderers ever committed in our community and remain in silence. I have lost a true and loving sister for no fault of her own, and at the hands of a man as sane as his counsel, perhaps not as bright.

"She lost her life for what?"
"Killed by Jones." "Why?"
Defended by Robertson—for money.
JOHN F. COLBURN.
Dec. 22, 1903.

TWO CLEAR HOLIDAYS REPLETE WITH SPORT

Last night the committee of the Merchants' Association to arrange a schedule of sports for men of the U. S. squadron and civilians arrived at a symmetrical conclusion.

It includes football, baseball and regatta covering Christmas and the day after—Friday and Saturday. What will please the toilers of the city, particularly, is a proposition to make Saturday a full holiday.

Two football games are laid down for Christmas Day. The H. A. C. will play a team from the battleship Oregon, and the Panahou team will play a combination of the fleet.

Two baseball games are set for Saturday afternoon. All Honolulu will have a match with a fleet combination, while the flagship Kentucky's, champion of the fleet, will play the Kamehameha nine, champions of Honolulu.

It is proposed to hold the regatta on Saturday morning.

Fred W. Macfarlane will go around among the business houses to obtain the consent of the merchants to close up on Saturday for a complete holiday.

In the meantime the committee, of which Representative W. W. Harris is chairman, will wait on Admiral Evans and lay before him the plans above sketched for his approval if they are satisfactory to him, and invite his cooperation to the extent of granting liberty to the sailors for the two days and otherwise as he may be pleased to render assistance.

DEATH OF A HELENE SAILOR

Concerning the death of a native sailor on the Wilder steamer Helene, President Wright, of the Wilder Company, has written High Sheriff Brown the following particulars:

"We regret to inform you that the steamer Helene, sailing from Honolulu on Dec. 19 for Molokai Lighthouse, Mahukona and Kawaihae, thence to Honolulu, lost a member of her crew as per following statement of the master, Richard Nelson:

"Sailed from Honolulu on Saturday, Dec. 19, at 4:40 p. m. Just previous to sailing I saw this man (Kia) on the dock; he being intoxicated to an extent such that he was hardly able to stagger around; but neither I nor the mate saw him come aboard the steamer. We made sail by daylight immediately after leaving the channel, and from that time until we were off Molokai Light, none of the crew were seen or heard to perform any service."

"Upon arriving at the light took in sail about 8 a. m. the same day. All hands being on duty at 11 p. m. we arrived at Molokai Light. We sent a boat ashore immediately after arriving at that point, the boat being in charge of mate, but a was not at that boat. We left Molokai Light at 4:45 a. m. Sunday Dec. 20. About noon yesterday after the steamer was off Kawaihae reported to me that this man was missing. Made diligent search for him all over the vessel but could not find him."

For tickets and general information
apply to
THEO. H. DAVIES & CO., LTD.
Agents Canadian-Australian N. E. Ry.,
Canadian Pac. & Railway.

JURY DISCHARGED.
Agnes Galt vs. Lullia Walmuben was set for trial by jury today but later the parties stipulated to waive jury. Judge Robinson accordingly ordered that all of his jurors be excused from duty.

Leveine, Elizabeth O'Reilly. Father
 of Connemara.
 Norris, Frank. Moran of the Lady
 of the Lake.
 O'Connell, John. The Heart of a
 Hero.
 O'Connell, John. A Japanese Night-
 ingale.
 Oppenheim, E. Phillips. A Yellow
 Crayon.
 Phillips, Eden. The Golden Fe-
 tter.
 Potter, Margaret Horton. The Cas-
 cle of Twilight.
 Seawell, Molly Elliot. The Fortunes
 of Fifi.
 Sholl, Anna McClure. The Law of
 Life.
 Smith, F. Hopkinson. Colonel Car-
 ter of Cartersville; Colonel Carter's
 Christmas.
 Yonge, Charlotte M. Little Lucy's
 Wonderful Globe.

COURT NOTES.

W. F. Reynolds had his license to practice law in the district courts renewed for two years by Judge DeLoe yesterday. The Attorney General appointed Mr. Reynolds as a notary public for the Fifth Judicial Circuit.

By request of E. C. Peters, attorney plaintiff, the execution in the case *Laou Tin and others vs. W. C. Achil* \$1,000.75 is returned by Deputy Sheriff McGurn as unsatisfied.

Judge Robinson, in obedience to the decision and order of the Supreme court, dismissed the bill for injunction in *C. A. Brown against Alfred W. Carr* and others, directors of John H. State, Ltd.

Old ladies with white or gray hair have realized how unbecoming to them are bonnets of precisely the same degree of onlight gray or pepper-and-salt. One girl of a prevailing tint soft brown in eyes, hair and sun-tanned skin is always a symphony in old ivory. Her hat, with sweeping feather, tulle stole, lace gloves, with shoes and stockings en suite, and gown of ivory silk, all melt into the tones of her natural coloring like a rich reviving of antique ivory.

[illegible]

